AMENDMENTS TO THE SPECIFICATION

Amend the paragraph beginning on Page 6, Line 16 as follows:

Upon detection of an impact condition in which the air bag 32 is to be deployed, a controller energizes one or both of the initiators 48, which in turn energizes the propellant within the respective chamber 44 and 46. Energizing of the propellant causes an expansion of gas within the interior of the sleeve 40 which is forced outwardly through the apertures 42 and the apertures 38 of the outer housing 36. As shown in Fig. 2, the expanding gas is directed into the interior 27 of the beam 16 and through the openings 24 into the interior of the chute 50. The expanding gases can be directed from the interior 27 of the beam 16 to the chute 50 by any suitable manner. Preferably, at least the ends of the beam 16 are capped so that the expanding gases are directed through the openings 24. More preferably, the interior 27 of the beam 16 ~~17~~ is closed off adjacent the inflator 26 so that the inflator 26 is disposed in a generally small chamber within the interior of the beam 16. Alternatively, additional chutes or conduits can be formed between the apertures 38 of the inflator 26 and the opening 26 of the beam 16 to direct the expanding gases therebetween. Since the open ends of the air bag 32 are sealingly attached to the interior walls 51 of the chute 50, the expanding gases in the chute 50 are directed into the air bag 32. Expansion of the air bag 32 breaks the thin walled members 55 and forces the door 56 to its deployed position 58, thereby permitting release of the expanding air bag, as indicated generally by broken lines 61.